(1) Sorbents;
(2) Non-sparking hand scoops, shovels, and buckets;
(3) Containers suitable for holding recovered waste;
(4) Emulsifiers for deck cleaning;
(5) Protective clothing;
(6) A minimum of one non-sparking portable pump with hoses; and
(7) Scupper plugs.
(c) During cargo transfer operations, the equipment and supplies must remain ready for immediate use.

[CGD 90–068, 58 FR 67996, Dec. 22, 1993, as amended by USCG–1998–3799, 63 FR 35531, June 30, 1998]

§ 155.215 Discharge removal equipment for inland oil barges.

(a) During cargo transfer operations, inland oil barges must have appropriate equipment and supplies ready for immediate use to control and remove on-deck oil cargo spills of at least one barrel.
(b) The equipment and supplies must include—
(1) Sorbents;
(2) Non-sparking hand scoops, shovels, and buckets;
(3) Containers suitable for holding recovered waste;
(4) Emulsifiers for deck cleaning; and
(5) Protective clothing.
(c) The oil barge owner or operator may rely on equipment available at the transfer facility receiving from or discharging to the barge, provided the barge owner or operator has prearranged for the use of the equipment by contract or other means approved by the Coast Guard.

[CGD 90–068, 58 FR 67996, Dec. 22, 1993, as amended by USCG–1998–3799, 63 FR 35531, June 30, 1998]

§ 155.220 Discharge removal equipment for vessels carrying oil as secondary cargo.

(a) Vessels carrying oil as secondary cargo must carry appropriate equipment and supplies for the containment and removal of on-deck oil cargo spills of at least one-half barrel.
(b) The equipment and supplies must include—
(1) Sorbents;
(2) Non-sparking hand scoops, shovels, and buckets;
(3) Containers suitable for holding recovered waste;
(4) Emulsifiers for deck cleaning; and
(5) Protective clothing
(c) The equipment and supplies must be ready for immediate use during cargo transfer operations.

[CGD 90–068, 58 FR 67996, Dec. 22, 1993, as amended by USCG–1998–3799, 63 FR 35531, June 30, 1998]

§ 155.225 Internal cargo transfer capability.

Oil tankers and offshore oil barges must carry suitable hoses and reducers for internal transfer of cargo to tanks or other spaces within the cargo block, unless the vessel's installed cargo piping system is capable of performing this function.

[CGD 90–068, 58 FR 67996, Dec. 22, 1993, as amended by USCG–1998–3799, 63 FR 35531, June 30, 1998]

§ 155.230 Emergency control systems for tank barges.

(a) *Application.* This section applies to tank barges and vessels towing them on the following waters:
(1) On the U.S. territorial sea [as defined in Presidential Proclamation 5928 of December 27, 1988, it is the belt of waters 12 nautical miles wide—the shoreward boundary is the territorial sea baseline].
(2) In Great Lakes service.
(3) On Long Island Sound. For the purposes of this section, Long Island Sound includes the waters between the baseline of the territorial sea on the eastern end (from Watch Hill Point, Rhode Island, to Montauk Point, Long Island), and a line drawn north and south from Premium Point, New York (approximately 40°54.5′N, 73°45.5′W), to Hewlett Point, Long Island (approximately 40°50.5′N, 73°45.3′W), on the western end.
(4) In the Strait of Juan de Fuca.
(5) On the waters of Admiralty Inlet north of Marrowstone Point (approximately 48°06′N, 122°41′W). This section (§ 155.230) does not apply to foreign vessels engaged in innocent passage (i.e., not entering or leaving a U.S. port).
(b) *Safety program.* If you are the owner or operator of a single-hull tank barge or of a vessel towing it, you must adequately man and equip each vessel

of this kind so that its crew can anchor the barge by employing *Measure 1* in paragraph (b)(1) of this section. Moreover, the crew and vessel together must be capable of arresting or retrieving the barge by employing either *Measure 2* or *Measure 3* as described in paragraphs (b)(2) and (3), respectively. If you are the owner or operator of a double-hull tank barge, you must equip it and train its crew, or if it is unmanned the crew of the vessel towing it, so that crew can retrieve the barge by employing *Measure 2* in paragraph (b)(2).

(1) *Measure 1.* Each single-hull tank barge, whether manned or unmanned, must be equipped with an operable anchoring system that conforms to 46 CFR 32.15–15. Because the anchoring system will also serve as an emergency control system, the owner or operator must ensure that the following criteria are met:

(i) *Operation and performance.* When the barge is underway—

(A) The anchoring system is ready for immediate use;

(B) One person, along with one other crewmember to assist if needed, can operate the system and deploy the anchor;

(C) While preparing to deploy the anchor, the operator of the system must confer with the master of the towing vessel regarding appropriate length of cable or chain to use; and

(D) Each operator of the system must wear a safety belt or harness secured by a lanyard to a lifeline, drop line, or fixed structure such as a welded padeye. Each safety belt, harness, lanyard, lifeline, and drop line must meet the specifications of ANSI A10.14.

(ii) *Maintenance and inspections.* Each anchor, cable, chain, and hawser must be inspected at the time of class survey or inspection for certification. The inspection must cover the features listed under *operation and performance* in paragraph (b)(1)(i) of this section.

(iii) *Training.* On each manned barge, every crewmember must be thoroughly familiar with the operation of the anchoring system. On each vessel towing an unmanned barge, every deck crewmember must be thoroughly familiar with the operation of the anchoring system installed on the barge.

(2) *Measure 2.* Each owner or operator of a barge or towing vessel described in paragraph (a) of this section employing an emergency retrieval system to regain control of a barge must ensure that the following criteria are met:

(i) *Design.* The system must use an emergency towline with *at least* the same pulling strength as required of the primary towline. The emergency towline must be available on either the barge or the vessel towing it. The towing vessel must have on board equipment to regain control of the barge and continue towing (using the emergency towline), without having to place personnel on board the barge.

(ii) *Operation and performance.* The system must use a stowage arrangement that ensures the readiness of the emergency towline and the availability of all retrieval equipment for immediate use in an emergency throughout the voyage.

(iii) *Maintenance and inspection.* The system must be inspected annually by the owner or operator. This inspection can take place at the time of class survey or during an inspection for certification. It must test the availability of the retrieval system and verify the maintenance of the emergency towline.

(iv) *Training.* Retrieval drills must be conducted within three months after the master or mate responsible for supervising barge retrieval begins employment on a vessel that tows tank barges, and at least annually thereafter. Each drill must—

(A) Include actual operation of a retrieval system to regain control of a barge; and

(B) Be conducted at the master's discretion, under the supervision of the master or mate responsible for barge retrieval, and in open waters free from navigational hazards so as to minimize risk to personnel and the environment.

(3) *Measure 3.* Each owner or operator of a barge or towing vessel described in paragraph (a) of this section may invoke this paragraph as a substitute for Measure 2 in paragraph (b)(2). First, you must ensure that your alternative measure, system, or combination of measures used to arrest or retrieve a barge is approved by the Commandant (G–MSE). To be approved, it must provide protection against grounding of

the tank vessel comparable to that provided by the systems and measures described in paragraph (b)(1) or (2) of this section.

[USCG 1998–4443, 63 FR 71763, Dec. 30, 1998]

EFFECTIVE DATE NOTE: By USCG 1998–4443, 63 FR 71763, Dec. 30, 1998, § 155.230 was revised, effective Mar. 30, 1999, except for paragraph (b)(1) which is effective Dec. 11, 2000.

§ 155.245 Damage stability information for inland oil barges.

(a) Owners or operators of inland oil barges shall ensure that the vessel plans necessary to perform salvage, stability, and residual hull strength assessments are maintained at a shore-based location.

(b) Access to the plans must be available 24 hours a day.

[CGD 90–068, 58 FR 67997, Dec. 22, 1993, as amended by USCG–1998–3799, 63 FR 35531, June 30, 1998]

§ 155.310 Containment of oil and hazardous material cargo discharges.

(a) A tank vessel with a capacity of 250 or more barrels that is carrying oil or hazardous material as cargo must have—

(1) Under or around each loading manifold and each transfer connection point, a fixed container or enclosed deck area that, in all conditions of ship list or trim encountered during the loading operation, has a capacity of at least:

(i) One half barrel if it serves one or more hoses with an inside diameter of 2 inches or less, or one or more loading arms with a nominal pipe size diameter of 2 inches or less;

(ii) One barrel if it serves one or more hoses with an inside diameter of more than 2 inches but less than 4 inches, or one or more loading arms with a nominal pipe size diameter of more than 2 inches but less than 4 inches;

(iii) Two barrels if it serves one or more hoses with an inside diameter of 4 inches or more, but less than 6 inches, or one or more loading arms with a nominal pipe size diameter of 4 inches or more, but less than 6 inches;

(iv) Three barrels if it serves one or more hoses with an inside diameter of 6 inches or more, but less than 12 inches, or one or more loading arms with a nominal pipe size diameter of 6 inches or more, but less than 12 inches; or

(v) Four barrels if it serves one or more hoses with an inside diameter of 12 inches or more, or one or more loading arms with a nominal pipe size diameter of 12 inches or more;

(2) A means of draining or removing discharged oil or hazardous material from each container or enclosed deck area without discharging the oil or hazardous material into the water; and

(3) A mechanical means of closing each drain and scupper in the container or enclosed deck area required by this section.

(b) An offshore tank barge with a cargo capacity of 250 or more barrels that is carrying hazardous material as cargo and an inland tank barge with the capacity of 250 or more barrels that is carrying oil or a hazardous material as cargo must meet paragraph (a) of this section or be equipped with—

(1) A coaming, at least 4 inches high but not more than 8 inches high, enclosing the immediate area of the cargo hatches, loading manifolds, and transfer connections, that has a capacity, in all conditions of vessel list and trim to be encountered during the loading operation, of at least one-half barrel per hatch, manifold, and connection within the enclosed area;

(2) A fixed or portable container under each loading manifold and each transfer connection within the coaming, that holds at least one-half barrel;

(3) A mechanical means of closing each drain and scupper within the coaming; and

(4) A means of draining or removing discharged oil or hazardous material from the fixed or portable container and from within the coamings without discharging the oil or hazardous material into the water.

(c) All oil tankers and offshore oil barges with a cargo capacity of 250 or more barrels must have peripheral coamings, including port and starboard coamings and forward and aft athwartships coamings, completely enclosing the cargo deck area, cargo hatches, manifolds, transfer connections, and any other openings where cargo may overflow or leak.